

ENGINE PLUNGED INTO THE FRASER

But Air Brakes Set and Held the

Vancouver, B.C., June 20.—Engineer Zeigeweld and his fireman, name unknown, were drowned this afternoon in a disaster which overlooked the Seattle-Vancouver passenger train on the Great Northern Railway, when a misplaced switch on the Fraser River bridge at New Westminster threw the engine off the track and it plunged over the bridge into the river. As the engine and tender

latter and mail car snapped. This automatically set the air brakes on

stantly stopped it. Not a single passenger was injured. If the brakes had failed 20 people would have lost their lives. As it was the end of the mall car extended over the abyss with forty feet of the swift flowing Fraser running below. The boiler of the big engine exploded when it struck the water. There was

flew high. When the steam cleared not a vestige of the locomotive re-

between the two tracks of the Y.

NEW JERSEY CHURCH

Factional Feud or Blackhand Conspiracy Resulted in Dynamiting

New York, June 20th.—An attempt to blow up the Italian Roman Cath.

explosion and badly shaken up but were not injured severely. For more

fuses.

statements made in court reflecting upon Harden. The Harden

Saturday's storms caused considerable damage to the *Compania* lying two

Edmonton Daily Bulletin

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SUNDANCE MANAGERIAL
Manager.

MONDAY, JUNE 21, 1939.

THE ROUND UP.

The city police have been "kneeing" the lawyers' and inmates of houses of ill-fame during the past few weeks. They have been getting them, too, as often as they went. This makes a couple of things clear, that there was need for action, and that the work has been undertaken with a desire and in a manner to accomplish results. Let the good work go on.

It is equally satisfactory to note that something more than fines have been imposed on the keepers of these establishments. A couple of them are now doing time in jail and the signs have been hung out that any more caught in the same line of business will be sent to keep them there. This is as it should be from every point of view. The public will exhibit no disposition in being deprived of their society. Jail, however, is about the only appropriate place in this world for gentlemen of that type. However, other remedies may very well consider themselves entitled to a kick in being forced to associate with them.

The other day the senate dealt with it not a house of refuge or a house in the province specially designed for the reception and detention of the country's criminals. It is present they can only be sent to the common jail—unless they are deported to the Mercer institution, and against this Ontario might have objections. It is advisable to see in placing war vessels on the Great Lakes in view of the understanding with Great Britain. If this is the correct cause of the war, it is not an understanding with the United States authorities. There is not advantage to be gained by either country in inflicting the agreement referred to, and it would be desirable if the terms were extended so as to wipe out the restricted force permitted, confining it entirely to vessels for ferry and revenue protection and similar purposes. This would, of course, make useless the naval reserve detachments now in existence in several United States cities, but that loss would not be great from a defence point of view and would entail a saving from the financial. This country and the United States should be able to get along on the assumption that was between them an improbability not worth preparing for. Yet if some people could have their way the frontier would be lined with forts and the United States would be a breadbasket. It is, therefore, good to note that the United States government is prepared to check this disposition.

"PROTECTING" THE FARMER.
It is often difficult for citizens to even train statements to support policies and economic from morals; but the tariff bill at present before the United States senate is a good example of an occasion when a question which is ordinarily one of economics becomes one of morals as well. The farmers of this country and the economies everyone would do well to consider the inequalities and immorality of methods and results of the "protective" tariffs of the United States senate, whose practices are of a piece with high tariff protection in the Canadian parliament.

The other day the senate dealt with the tariff schedules on food products. Here is where the arms of hypocrisy and immorality are revealed. Here is where the arguers of protection wink at each other as they set about the task of "protecting" the farmer. Relying on economic ignorance the leaders of the Republican party urged the farmer to vote for the grand old party and the grand old humping of the tariff. Having got the vote, they have proceeded "to protect" the corn, wheat, bacon and beef, and actually introduced into the tariff bill a scale of duties imposing an import tax on these products. The much vaunted concern of protectionism for the farmer is demonstrated the faster upon the first show of opposition. Senator Aldrich, who has been developed into a form of entertainment which is not at all elevating and which is really a disgrace to the city. At the finish of the last night an exaggerated second jumped into the ring and started to punch the referee, and for a time looked like a good mixer. That some and his country little bit extreme for a city like this.

CUT OUT THE PRIZE FIGHTS.
Calgary Albertan: It is about time to cut out the prize fights. They have developed into a form of entertainment which is not at all elevating and which is really a disgrace to the city. At the finish of the last night an exaggerated second jumped into the ring and started to punch the referee, and for a time looked like a good mixer. That some and his country little bit extreme for a city like this.

The prize fight game is a little bit extreme for a city like this. It is not a question of the fight is a light and a prize fight promoter and by prize fight promoter a prize fight against the law. The prize fight game is a little bit extreme for a city like this. It is not a question of the fight is a light and a prize fight promoter and by prize fight promoter a prize fight against the law. The prize fight game is a little bit extreme for a city like this. It is not a question of the fight is a light and a prize fight promoter and by prize fight promoter a prize fight against the law.

action are mulcted and placed at the mercy of the lemon growers of California.

It transpires, too, that Aldrich made a deal pro quo with the California senators to win their support for his thumping duties on steel, iron, wool, and cotton. The steel men and the lemon men "closed manfully" to their bargain, and thus is protection justified of her rubber children. Such methods are those of communists. When tariffs become a matter of bargaining among selfish and sectional interests, taxation becomes as much the immediate duty of the middle-reformer as of the political economist.

VARIOUS VIEWS

HOW WESTERN TRADE GROWS.
Winning Post Press.—Although the imports into Canada during the trade year which ended March 31st last, decreased approximately \$20,000,000, nearly 15 per cent, as compared with the total of 1938, nevertheless the total imports for 1939, or just a decade ago, shows an increase of 67 per cent. The year just ended shows the effect of the acute monetary stringency of the close of 1937, reflected in the enforced limitation of trade. The indications are that this year's volume of trade will approximate that of 1937, which showed a gain in ten years of practically 100 per cent. In Manitoba the increase of trade, as measured by the foreign imports, is 230 per cent. At other points in the province similar increases are shown. While the cities of eastern Canada are gradually expanding their commercial relations, western trade centres are moving ahead at double their pace.

A PLEASING REFUSAL.
Montreal Gazette.—In refusing to learn that the United States naval department has refused the request of the United States navy for a training ship to replace the Essex, the Canadian government has taken a position for some time, and which has become a little more than antiquated. The reason given for the refusal is that the state department is of opinion that the Essex is too old to be used as a training ship. It is advisable to see in placing war vessels on the Great Lakes in view of the understanding with Great Britain. If this is the correct cause of the war, it is not an understanding with the United States authorities. There is not advantage to be gained by either country in inflicting the agreement referred to, and it would be desirable if the terms were extended so as to wipe out the restricted force permitted, confining it entirely to vessels for ferry and revenue protection and similar purposes. This would, of course, make useless the naval reserve detachments now in existence in several United States cities, but that loss would not be great from a defence point of view and would entail a saving from the financial. This country and the United States should be able to get along on the assumption that was between them an improbability not worth preparing for. Yet if some people could have their way the frontier would be lined with forts and the United States would be a breadbasket. It is, therefore, good to note that the United States government is prepared to check this disposition.

A BIG PROBLEM.
Toronto News.—The churchmen solemnly considered the proposal that women should remove their hats in the churches. It sounds heretic, and suggests a sympathetic consideration of the churchmen's position. Do the churches intend to welcome women in an empty car? Do the churches intend to welcome women in an empty car? Do the churches intend to welcome women in an empty car? Do the churches intend to welcome women in an empty car?

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POPULAR GOVERNOR GENERAL.
His Faith and Enthusiasm Have Made Him Emotionally Popular Throughout Canada.

An old politician who had lived his life in close touch with great events and thereby gained wide and deep experience as a student of mankind was once asked what quality seemed to him to be most necessary to a great man, says the London Daily Mail.

He closed his wise old eyes for a few moments and thought. Then he opened them and said: "Faith." The answer surprised several of the little knot of listeners grouped around him, but no one who has examined the careers of great men can doubt that it is as profoundly true. All who have left their mark upon the world's history have had implicit, unquestioned faith. Some believe that there is some in a cause, some in a country, some in themselves. But all who have lived with a fervent certainty in something—without which we can do nothing. That explains why our modern politicians get so little done. To the great man, however, another quality is indispensable besides faith. That quality is enthusiasm. It is no use believing unless there is behind belief a force which drives the believer on to translate his ideas into realities. No man was ever great who had not light under his boots. The "vision splendid" would be wasted upon a dreamer who made no effort to bring down something of it to earth and to translate it into reality. In how few men are these qualities of faith and enthusiasm united. How hard our politicians are for the most part, with that hesitating voice they speak—hesitating, qualifying, always leaving a loophole for escape. But that a man like Lord Grey stands out an heroic figure, a giant, a real man among a collection of weaklings, is due to his faith and his enthusiasm. He believes in the British Empire.

In England, before he went to Canada five years ago, there were some who estimated Lord Grey at his true value. They saw what he had done for the British Empire, for the great cities and publichouse reform. They had heard of his role in Rhodesia, where as administrator he was ready either to listen or to talk to all comers and received them usually in an airy costume content to let them talk and then to say and a clench that. They knew he was a strong Imperialist, and at the same time a convinced Social Reformer. This combination equally desirable and desirable. But it was left to Canada to bring out the greatness of the man. Lord Grey was in Canada in 1904 to be the governor-general, and it is Canada which has taught us here in England the greatness of the man. Lord Grey's greatness of mind.

Scheffert Won't Talk.
Constitutionalist, June 21.—General Scheffert, commander-in-chief of the Turkish army, is a reply to a request for his opinion on the situation in the Turkish army. He would not and must therefore keep silent. The Porte alone is competent to deal with the matter, but in the case of annexation, it is inevitable. Scheffert has said that he is not the commander-in-chief of the Turkish army, but that he is the commander-in-chief of the Turkish army. He has said that he is not the commander-in-chief of the Turkish army, but that he is the commander-in-chief of the Turkish army.

Whirlwind Around Shell.
Winnipeg, Ont., June 20.—Henry Schulz, an Englishman, 21 years of age, and a native of England, was killed at the saw mill this afternoon when his arm was caught in the machinery. He was killed at the saw mill this afternoon when his arm was caught in the machinery. He was killed at the saw mill this afternoon when his arm was caught in the machinery.

Died From Morphine Poison.
Toronto, June 19.—Ernest Evans, for 20 years employed by Peter & Co., a contractor, died in the hospital this afternoon of morphine poisoning. He had been addicted to the drug for many years and had been discharged Saturday morning. He was again taken into custody by the police for drunkenness and accused of being drunk in the street. He was taken into custody by the police for drunkenness and accused of being drunk in the street.

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ELEVEN KILLED IN ELECTRIC SMASH

Cars Clam, Together at Sixty-Five Miles Per Hour—Thirty-Nine Killed.

Chicago, June 20.—Eleven persons were killed outright and twenty-three injured and 33 more or less hurt in a head-on collision between two cars on the Chicago Lake Shore and North Branch Interurban railway, near Chesterton, Indiana, last night.

The victims were returning from the Crown Point automobile races. The cars were on a curve at the top of a grade five miles west of Chesterton. One of the cars was travelling at a speed estimated at 60 miles an hour. The other was going at a much lower rate. The wreck was due to mistaken orders. The eastbound car had been ordered to stop at a siding near Duaneburg and wait for the westbound car to pass. The road is a single track.

The westbound car, owned by George Reed, misread his instructions and failed to make the switch. Instead he went on and struck the eastbound car at the top of the grade at the Shady Lane curve. The impact was so great that the cars were hurled in opposite directions, each in the direction of the crash. The eastbound car, in charge of Mortimer Gordon, was hurled into the air and fell on its side. The westbound car, in charge of Reed, was hurled into the air and fell on its side. The wreckage looked like the remains of a single curve.

The only person on the eastbound car was not hurt. The car ahead of it, a one-year-old baby. The passengers were killed were all men who had been seated in the smoke compartment in the front part of the car. Mortimer Gordon was dismembered, and his limbs were found in all directions from his car.

Inquest Today.
Chicago, June 20.—The inquest over the victims of the Chicago Lake Shore and North Branch Interurban railway at Shady Lane, Indiana, will be held tomorrow in the town hall of Chesterton, six miles from the scene of the disaster. Dr. J. C. McLaughlin, of Porter county, drove to Chesterton from his residence in Valparaiso to the county seat, and will examine the bodies at Chesterton. He then went to the scene of the crash and made a section of the wreckage, the grade and the "death trap" car, which was wrecked.

Eleven persons are dead, one probably fatally and five seriously injured, and 33 more or less hurt, as a result of the collision.

and one of their horses dropped dead. Then there are others both east and west of that, about twenty lying round from Stony Plain.

Mr. and Mrs. Renegar passed through here on their way from Red-borough to Edmonton the other day.

Mr. Charles Walker is in the city from home. He is working at West-Edmonton.

Mr. W. E. Miller is doing great work with Mr. C. Byers' stump puller.

There has been a great rush back to some formerly empty homes since the visit of the homecoming inspector a week or two back. Improvements, however, are being made and it would be hard work for any one to find an excuse for cancelling a home.

Mr. Jacob Tuh and his wife have taken up their abode on their home street and seem to be happy.

Manly, June 19.



JOHN D. MARSH.
Of Winnipeg, Winner of Canadian Marathon Derby and 23-mile World's Record holder, Who Won Fitzgibbon 15 Miles Here on Wednesday Night.

Edmonton School Board
Tenders are invited for the erection of a High School, Edmonton, to be delivered on, or before, Nov. 15th, accompanied with a set of plans and specifications to the office of Roland W. Lane, M.A.S., P.E.S., Architect, Edmonton, at whose office plans and specifications may be seen. Lowest or any tender not necessarily accepted.

Tenders
Separate tenders are invited for the purchase of each of the following:
1. The frame dwelling situated on Lot 10 of the Hudson Bay Company's Reserve 2, 1/2 block 10, 1/2 block 11, 1/2 block 12, 1/2 block 13, 1/2 block 14, 1/2 block 15, 1/2 block 16, 1/2 block 17, 1/2 block 18, 1/2 block 19, 1/2 block 20, 1/2 block 21, 1/2 block 22, 1/2 block 23, 1/2 block 24, 1/2 block 25, 1/2 block 26, 1/2 block 27, 1/2 block 28, 1/2 block 29, 1/2 block 30, 1/2 block 31, 1/2 block 32, 1/2 block 33, 1/2 block 34, 1/2 block 35, 1/2 block 36, 1/2 block 37, 1/2 block 38, 1/2 block 39, 1/2 block 40, 1/2 block 41, 1/2 block 42, 1/2 block 43, 1/2 block 44, 1/2 block 45, 1/2 block 46, 1/2 block 47, 1/2 block 48, 1/2 block 49, 1/2 block 50, 1/2 block 51, 1/2 block 52, 1/2 block 53, 1/2 block 54, 1/2 block 55, 1/2 block 56, 1/2 block 57, 1/2 block 58, 1/2 block 59, 1/2 block 60, 1/2 block 61, 1/2 block 62, 1/2 block 63, 1/2 block 64, 1/2 block 65, 1/2 block 66, 1/2 block 67, 1/2 block 68, 1/2 block 69, 1/2 block 70, 1/2 block 71, 1/2 block 72, 1/2 block 73, 1/2 block 74, 1/2 block 75, 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block 144, 1/2 block 145, 1/2 block 146, 1/2 block 147, 1/2 block 148, 1/2 block 149, 1/2 block 150, 1/2 block 151, 1/2 block 152, 1/2 block 153, 1/2 block 154, 1/2 block 155, 1/2 block 156, 1/2 block 157, 1/2 block 158, 1/2 block 159, 1/2 block 160, 1/2 block 161, 1/2 block 162, 1/2 block 163, 1/2 block 164, 1/2 block 165, 1/2 block 166, 1/2 block 167, 1/2 block 168, 1/2 block 169, 1/2 block 170, 1/2 block 171, 1/2 block 172, 1/2 block 173, 1/2 block 174, 1/2 block 175, 1/2 block 176, 1/2 block 177, 1/2 block 178, 1/2 block 179, 1/2 block 180, 1/2 block 181, 1/2 block 182, 1/2 block 183, 1/2 block 184, 1/2 block 185, 1/2 block 186, 1/2 block 187, 1/2 block 188, 1/2 block 189, 1/2 block 190, 1/2 block 191, 1/2 block 192, 1/2 block 193, 1/2 block 194, 1/2 block 195, 1/2 block 196, 1/2 block 197, 1/2 block 198, 1/2 block 199, 1/2 block 200, 1/2 block 201, 1/2 block 202, 1/2 block 203, 1/2 block 204, 1/2 block 205, 1/2 block 206, 1/2 block 207, 1/2 block 208, 1/2 block 209, 1/2 block 210, 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